GREAT FALLS
LEGEND

Airports having Control Towers are shown in BLUE. Consult Airport/Facility Directory (A/FD) for details. Hashing around lighting, navigation aids, and services. For individual coastal information refer to the Chart User's Guide.

AIRPORTS

- Other than hard surface
- Hard-surface runways 1,500 ft. to 8,069 ft. in length
- Hard-surface runways greater than 8069 ft. in some location (runways less than 8069 ft.)
- Water with visible hard-surface runway, identification, and length (land/water runways, seaplane bases, or ultralight facilities)
- Airport with control tower (Primary Non-Control Tower airports are shown in magenta)
- Military - Open to the public (except all military airports are identified by abbreviations MIL, NAS, AAF, etc.) Consult A/FD for additional information concerning military airports.
- Emergency landing field
- Heliport
- Seaplane base
- Ultralight flight park
- Balloon port
- Glider site

Services - Fuel and repair and fuel tended during normal working hours. Consult A/FD for specific services and hours of operation. Airports having fuel or repair service may not always be open during normal working hours. Unless otherwise specified, fuel is available for aircraft piston engines.

- Fuel
- Repair
- Major repair
- Airframe & powerplant repair
- Major Repair & Overhaul

Services - Fuel and repair and fuel tended during normal working hours. Consult A/FD for specific services and hours of operation. Airports having fuel or repair service may not always be open during normal working hours. Unless otherwise specified, fuel is available for aircraft piston engines greater than 80/87 ft.

- Fuel
- Repair
- Major repair
- Airframe & powerplant repair
- Major Repair & Overhaul

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the commercial and reserved airspace areas in effect at the time of publication are shown on this chart. All times are local.

- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace with floor 700 ft. above surface
- Class E Airspace with floor 1200 ft. above surface
- Class E Airspace with floor more than 1200 ft. above surface

Class B airspace exists at 12581 MSL unless otherwise charted. Class C airspace exists at 4300 MSL unless otherwise charted.

Class D airspace is the airspace from the surface to the floor of the overlying Class B, Class C, or Class E airspace. Class D airspace is effective during the times specified in the Class D airspace legend. Class D airspace normally applies to that airspace within a horizontal radius of 5 statute miles from the center of the airport, unless otherwise charted.

Class E airspace extends upward from the surface or designated altitudes to the overlying or adjacent controlled airspace. During the times established for the associated control zone or airport traffic area, unless otherwise specified, persons may operate aircraft under VFR in Class E airspace without two-way radio communication with air traffic control (ATC). When the visibility is less than 3 statute miles, or the ceiling is less than 1000 feet, pilots must establish two-way radio communication with ATC prior to entering the airspace.

Class E airspace also exists upward from 700 feet or 1200 feet above the surface when designated in conjunction with an airport, for certain instrument approach procedures or to connect airspace to adequately contain IFR operations.

Class E airspace also exists upward from the surface when there is no ceiling and/or visibility is less than the minimum specified for Class G airspace. Class E airspace may exist at airports with or without control towers.

- Class E airspace (transition area) begins at 14,500 MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 112°00'00"W.; to lat. 48°00'00"N., long. 110°00'00"W.; to lat. 46°00'00"N., long. 110°00'00"W.; to lat. 46°00'00"N., long. 112°00'00"W.; to the point of beginning.
- Class E airspace (transition area) begins at 14,500 MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 110°00'00"W.; to lat. 48°00'00"N., long. 108°00'00"W.; to lat. 46°00'00"N., long. 108°00'00"W.; to lat. 46°00'00"N., long. 110°00'00"W.; to the point of beginning.
- Class E airspace (transition area) begins at 14,500 MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 108°00'00"W.; to lat. 48°00'00"N., long. 106°00'00"W.; to lat. 46°00'00"N., long. 106°00'00"W.; to lat. 46°00'00"N., long. 108°00'00"W.; to the point of beginning.
- Class E airspace (transition area) begins at 14,500 MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 106°00'00"W.; to lat. 48°00'00"N., long. 104°00'00"W.; to lat. 46°00'00"N., long. 104°00'00"W.; to lat. 46°00'00"N., long. 106°00'00"W.; to the point of beginning.
- Class E airspace (transition area) begins at 14,500 MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 104°00'00"W.; to lat. 48°00'00"N., long. 102°00'00"W.; to lat. 46°00'00"N., long. 102°00'00"W.; to lat. 46°00'00"N., long. 104°00'00"W.; to the point of beginning.
- Class E airspace (transition area) begins at 14,500 MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 102°00'00"W.; to lat. 48°00'00"N., long. 100°00'00"W.; to lat. 46°00'00"N., long. 100°00'00"W.; to lat. 46°00'00"N., long. 102°00'00"W.; to the point of beginning.
- Class E airspace (transition area) begins at 14,500 MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 100°00'00"W.; to lat. 48°00'00"N., long. 98°00'00"W.; to lat. 46°00'00"N., long. 98°00'00"W.; to lat. 46°00'00"N., long. 100°00'00"W.; to the point of beginning.
- Class E airspace (transition area) begins at 14,500 MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 98°00'00"W.; to lat. 48°00'00"N., long. 96°00'00"W.; to lat. 46°00'00"N., long. 96°00'00"W.; to lat. 46°00'00"N., long. 98°00'00"W.; to the point of beginning.

Class E airspace extends upward from 1200 feet above the surface to but not including 18,000 feet MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 112°00'00"W.; to lat. 48°00'00"N., long. 110°00'00"W.; to lat. 46°00'00"N., long. 110°00'00"W.; to lat. 46°00'00"N., long. 112°00'00"W.; to the point of beginning.

Class E airspace extends upward from 1200 feet above the surface to but not including 18,000 feet MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 110°00'00"W.; to lat. 48°00'00"N., long. 108°00'00"W.; to lat. 46°00'00"N., long. 108°00'00"W.; to lat. 46°00'00"N., long. 110°00'00"W.; to the point of beginning.

Class E airspace extends upward from 1200 feet above the surface to but not including 18,000 feet MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 108°00'00"W.; to lat. 48°00'00"N., long. 106°00'00"W.; to lat. 46°00'00"N., long. 106°00'00"W.; to lat. 46°00'00"N., long. 108°00'00"W.; to the point of beginning.

Class E airspace extends upward from 1200 feet above the surface to but not including 18,000 feet MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 106°00'00"W.; to lat. 48°00'00"N., long. 104°00'00"W.; to lat. 46°00'00"N., long. 104°00'00"W.; to lat. 46°00'00"N., long. 106°00'00"W.; to the point of beginning.

Class E airspace extends upward from 1200 feet above the surface to but not including 18,000 feet MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 104°00'00"W.; to lat. 48°00'00"N., long. 102°00'00"W.; to lat. 46°00'00"N., long. 102°00'00"W.; to lat. 46°00'00"N., long. 104°00'00"W.; to the point of beginning.

Class E airspace extends upward from 1200 feet above the surface to but not including 18,000 feet MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 102°00'00"W.; to lat. 48°00'00"N., long. 100°00'00"W.; to lat. 46°00'00"N., long. 100°00'00"W.; to lat. 46°00'00"N., long. 102°00'00"W.; to the point of beginning.

Class E airspace extends upward from 1200 feet above the surface to but not including 18,000 feet MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 100°00'00"W.; to lat. 48°00'00"N., long. 98°00'00"W.; to lat. 46°00'00"N., long. 98°00'00"W.; to lat. 46°00'00"N., long. 100°00'00"W.; to the point of beginning.

Class E airspace extends upward from 1200 feet above the surface to but not including 18,000 feet MSL over the area bounded by a line beginning at lat. 48°00'00"N., long. 98°00'00"W.; to lat. 48°00'00"N., long. 96°00'00"W.; to lat. 46°00'00"N., long. 96°00'00"W.; to lat. 46°00'00"N., long. 98°00'00"W.; to the point of beginning.

- Class G airspace (uncontrolled) is that airspace not designated as Class A, B, C, D, or E.
- Special Use Airspace - Prohibited, Restricted, and Warning Areas. Operation conducted within these areas may be hazardous to aircraft and aircrew who are not participating in the activities conducted therein. Activities are normally conducted on an intermittent basis and many areas are released to the Controlling Agency when not in use. Flight through these areas is permitted when not active or when authorized by the Controlling Agency.
- MOA, Alert Area, Military Operations Area (MOA) and Military Training Route
- Other Special Use Airspace
- Aerobatic practice area
- Glider operations
- Parachute jumping area
- Published VFR route
- VFR Waypoint (See Airport/Facility Directory for latitude/longitude)

MISCELLANEOUS

- Airport Beacon
- Heliport Beacon
- Rotating Beacon (Green/White)
- Obstruction Light
- Hang Glider Activity
- Glider Operations
- Parachute Jumping Area
- Published VFR Route
- VFR Waypoint (See Airport/Facility Directory for latitude/longitude)

COMMUNICATION BOXES

Frequencies in BLUE are available continuously for pilot-controller communications. Frequencies in BLACK are available part time. Refer to the Airport/Facility Directory for specific hours of operation.

- 118.1 — Primary Tower Frequency
- 121.9 — Ground Control Frequency
- 135.65 — Clearance Delivery Frequency
- 123.65 — Secondary Tower Frequency
- 119.4 — Primary Non-Tower Frequency
- 122.95 — Secondary Non-Tower Frequency
- ATIS 128.4 — Automatic Terminal Information Service
- ASOS/AWOS 120.27 — Automated Surface Observing Systems/ Automated Weather Observing Systems (ASOS/AWOS) providing continuous broadcast of weather information
- UNICOM 122.95 — Aeronautical advisory station (Unicom) may be established on an airport to provide communications for activities at that airport.
- CTAF — Common Traffic Advisory Frequency (CTAF) is a frequency designated for the purpose of carrying out airport traffic control procedures. The CTAF may be a tower frequency, a UNICOM frequency, or a frequency designated for the purpose of controlling aircraft operations at airports without towers.
- MULTICOM 122.9 — Aeronautical Multicast Frequency utilized at locations where no aeronautical advisory service is provided. The primary purpose is to provide a means for pilots to activate lighting systems where such systems are provided.
- FSS — Flight Service Station
- RCO 122.2 — Radio Control Outlet (RCO) is a remotely controlled unmanned transmitter/receiver facility used to expand the communications coverage of a flight service station (FSS). RCOs serve pilots in communicating with FSS specialists when airborne in areas where direct communications are not possible due to the distance between the aircraft and the FSS.
- Emergency Frequency 121.5 and 243.0 MHz
- Common Traffic Advisory Frequency (CTAF)
- Remote Communications Outlet (RCO)

RADIO AIDS TO NAVIGATION

- VHF Omni-Directional Radio Range (VOR)
- VORTAC
- VOR-DME
- Non-Directional Radiobeacon (NDB)
- NDB - DME
- Other NDBMIL, LF, MSI Cycle, NDB-DME

OBSTRUCTIONS

- 1000 or less
- 1001 to 2000
- 2001 to 3000
- Over 3000
- Group Obstruction
- Obstruction with high-intensity (strobe) white and medium-intensity (beacon) white-red lights
- Obstruction with high-intensity white lights
- Under construction or reported (not lighted unless otherwise charted)
- NOTICE: Guy wires may not be charted. Use caution.

TOPOGRAPHIC INFORMATION

- Populated Place
- Road Markers
- Interstate
- Primary
- Secondary
- Road Supplemental
- Aerial Cable
- Ferry Route and Landing (where applicable)
- Outdoor Theater
- Campground
- Elevation (Mean of Tower)
- Coast Guard Station
- Lighthouse
- Tank Farm
- Oil Field
- Water Well
- Quarry
- Mine
- Pipeline
- Power Transmission Line
- Railroad
- Railroad Station
- Railroad Siding
- Railroad Tunnel
- Railroad Overpass
- Railroad Underpass
- Railroad Bridge
- Railroad Turntable
- Railroad Roundhouse
- Railroad Yard
- Railroad Crossing
- Railroad Grade Separation
- Railroad Abandoned
- Railroad Under Construction
- Railroad Dismantled
- Railroad Narrow Gauge
- Railroad Standard Gauge
- Railroad Multiple Track
- Railroad Electrified
- Railroad Trolley
- Railroad Rapid Transit
- Railroad Funicular
- Railroad Incline
- Railroad Cable Car
- Railroad Switchback
- Railroad Loop
- Railroad Spiral
- Railroad Snowshed
- Railroad Station
- Railroad Siding
- Railroad Tunnel
- Railroad Overpass
- Railroad Underpass
- Railroad Bridge
- Railroad Turntable
- Railroad Roundhouse
- Railroad Yard
- Railroad Crossing
- Railroad Grade Separation
- Railroad Abandoned
- Railroad Under Construction
- Railroad Dismantled
- Railroad Narrow Gauge
- Railroad Standard Gauge
- Railroad Multiple Track
- Railroad Electrified
- Railroad Trolley
- Railroad Rapid Transit
- Railroad Funicular
- Railroad Incline
- Railroad Cable Car
- Railroad Switchback
- Railroad Loop
- Railroad Spiral
- Railroad Snowshed

Parachute Jump

Lake

Intermittent Lake

Wetlands

GREAT FALLS
SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic projection Standard Parallels 41°20' and 48°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

79th EDITION EFFECTIVE 0902Z 1 JUL 2010
TO 0901Z 13 JAN 2011

Includes airspace and aeronautical data current to 0901Z 1 JUL 2010
and all other aeronautical data received by 5 MAY 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRSPACE/FACILITY DIRECTORY Publication section (online at http://charts.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAM) publications for current information. Use the Publication Date (PUBs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED 2009

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 12799 feet located at 45°31'01"N - 109°48'56"W

Spot elevation 4654
Approximate elevation ..... + 500
Doubtful locations are indicated by omission of the point border (500 or "+").

CONVERSION OF ELEVATIONS

FEET (Hundreds)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
METERS (Hundreds)	0	1	1	1	2	2	2	2	3	3	3	4	4	4	5	5	5	5	6	6

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a 'Sensing watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon pilots operating on these frequencies to be prepared to respond to a call from a "SAM" station (U.S. Air Force) for intercept procedures. Additionally, if U.S. military fighter aircraft intercept an aircraft and flares are dispensed in the area of that aircraft, civilians will not be endangered by the flares. Pilots should not construe the flares as a hostile act. If on VHF guard 121.5 or UHF 243.0 and follow the intercept aircraft's signals. Be advised that non-compliance may result in the use of force.

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DTC 10182

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTR are shown, and may extend from the surface upwards. Only the route centerlines, direction of flight along the route, and the route designator are charted. Route widths vary from 4 miles to 10 miles.

Since these routes are subject to change every 56 days, and the charts are printed semi-annually, pilots must consult appropriate publications for updates. FSS for route dimensions and current status for those routes affecting your flight.

Revisions with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the National Flight Data Directory.

Each users notice to Area Planning AFI 10 Military Training Routes North and South available for training routes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

REPORTING CHART ERRORS

You are requested to report any errors, omissions, or questionable data noted on this chart to your nearest FSS or directly to the National Aeronautical Navigation Services (NACO) at 1-800-626-NOTC, or email us at 9-AMC-AeronavNav@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov/faq.asp. Please be sure to include your name and address or email. Where elaboration or data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be required.
Mail to: FAA, National Aeronautical Navigation Services, NSRC, 1 Aviation Plaza, 1200 East Main Highway, Silver Spring, MD 20910-3281

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. To plot a direct route that crosses the chart edge, find the point of departure and a pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a line between each pair of corresponding latitude tick marks, from the point of departure on the left side of the chart to the right of where your path line crosses. (Figure 1)

STEP 2 - Identify which side of the chart has the destination or destination point (POINT B) and which side has the departure point. On that side, find a visible piece of detail (POINT A) that is also on your path line. Draw a line perpendicularly on the chart, not extending beyond the edges, from POINT A to the nearest edge of the chart. Note that a side edge of the chart aligns with the departure or destination point (POINT A). Make a MARK on the edge of the chart where the perpendicular line ends.

STEP 3 - Without moving the paper, on the same edge as MARK A, extend a short line so the chart edge forms a "T" with the perpendicular line. Label the MATCH LINE not in the edge of the chart. Make that MARK B.

STEP 4 - Turn the chart over and transfer the end of the MATCH LINE and the line it formed a straight line to the MATCH LINE. (Figure 2)

STEP 5 - Take the sheet of paper with MARK A on it and align the edge with the MATCH LINE and MARK B with the MATCH LINE and side edge with LINE B with a line from MARK A to the departure or destination point (POINT B).

STEP 6 - Mark the point where the MATCH LINE make a MARK C. Extend a line straight from that mark for the edge of the chart.

STEP 7 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

Class D Airspace within the United States extends up to but not including 3,000 feet above the surface of the earth within Class D Airspace, excluding the airspace less than 700 feet above the surface and certain special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE, U.S. FOREST SERVICE WILDERNESS AREAS, AND U.S. FISH AND WILDLIFE SERVICE AREAS

The taking of aircraft is prohibited in National Parks, National Monuments, and Wilderness Areas managed by the U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, and 2) flights conducted for the purpose of fighting forest fires, fish and wildlife management, or other official purposes. Landing in these areas is prohibited except at locations designated for that purpose. Exceptions include: 1) emergencies involving the safety of human life, and 2) landings conducted for the purpose of fighting forest fires, fish and wildlife management, or other official purposes.

Boundaries of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on the terms of charts so they may be readily identified.

Example of POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONTROL TOWER FREQUENCIES ON GREAT FALLS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency. Where more than one frequency is used, the frequency for the runway nearest the letters CT is the first listed. Other local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is normally in operation from 0700 to 2200 local time. Where Automatic Terminal Information Service (ATIS) is provided, the frequency is indicated. Where Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies, the letter A is added to the ATIS designation. ATIS operational hours may differ from associated tower. "H24" indicates H24 hours/day, "H16" indicates Hours/day through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	DEP/REL
CUT BANK	0800-0000	118.3	121.9	128.4	120.27
GLASGOW INTL ARPT	0600-0000	124.05	121.9	120.45	120.45
HAVRE CITY-CO ARPT	0700-0000	118.3	121.9	127.1	120.27
HAVRE	0600-0000 Fri-Sun	118.3	121.9	127.1	120.27
HAVRE	0600-0000 Mon-Thu	118.3	121.9	127.1	120.27
HELENA	0600-0000	118.3	121.9	125.4	120.27
HELENA RGNL ARPT	0600-0000	118.4* 372.8	121.9	125.4	120.27
KALISPELL	0600-0000	118.4 377.55	121.9	125.4	120.27

SPECIAL USE AIRSPACE ON GREAT FALLS SECTIONAL CHART

Unless otherwise noted altitudes are MSL. Times are local.
"H" as shown means "H-hot activity."
SFC - surface.
UNL - unlimited.
NA - not applicable.
TBA - to be announced.

1 Other times by NOTAM.
2 Effective dates and times will be published in Notices to Airmen (NOTAM) and Hazardous Inflight Weather Advisory Service (HIWAS) broadcasts. When Special Use area indicates this, check NOTAM.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA- MILITARY OPERATIONS AREA

NOS NAME	ALTITUDES	TIME OF USE	CONTROLLING AGENCY / CONTACT FACILITY	FREQUENCIES
R5306	SFC-UNL	CONTINUOUS	ZMP ARTCC (MINNEAPOLIS ARTCC)	135.4 (MSN) 379.1 (MSP)
R5307C, A	SFC-	INTERMITTENT BY NOTAM	ZMP ARTCC (MINNEAPOLIS ARTCC)	135.1 (MSP)

Altitudes shown for R5306, R5307A and B for 24 hr/day use. For R, VR, VW others effective scheduled in operation or as stum.

FOR PROCUREMENT CONTACT:
Attn: Aeronautical Charting, Navigation Services
NSCC1 Distribution Team
1305 East-West Highway
Silver Data, MD 20780-9146
Phone: 1-800-638-8972 (Option 3)
Email to NSCCDistributionTeam@faa.gov
Fax 301-436-6829 (Option 3)
or any authorized Print Chart Agent

AIRSPACE CLASSIFICATION SEE CANADA FLIGHT SUPPLEMENT/ AIM OPERATIONAL REQUIREMENTS FOR USERS, SEE AIM/ AIMS
*ALTERNATE ALTITUDES BETWEEN CANADIAN AND UNITED STATES

NOTE: REFER TO CURRENT CANADIAN NOTAM AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF), which are published for each quadrangle formed by charted lines of latitude and longitude as represented in TERMINATION and NUMERICAL INDEX. MEFs are based on the highest known information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,300 feet 12 5

CAUTION: This chart is primarily designed for VFR navigational purposes and does not indicate all man-made objects, such as small towers and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

GREAT FALLS